

AMENDMENTS TO THE CLAIMS

1. (Canceled)
2. (Canceled)
3. (Currently Amended) An actuator for an automated transmission in a motor vehicle drive train, comprising:

a central actuating shaft with a shift finger; ~~and further comprising~~ two sleeves supported substantially concentrically on the actuating shaft and arranged to be driven in mutually independent rotation about the actuating shaft, wherein two grooves of opposite helical pitch are arranged on the actuating shaft and each of the sleeves has at least one inward-directed guide pin engaging one of the groove, the guide pin being an integral part of the sleeve and thus securely attached thereto; ~~further comprising~~

two motors driving the independent rotation of the two sleeves, each of the two sleeves being driven by one of the two motors; ~~and, and further comprising~~

two reduction gear mechanisms, each of the two gear mechanisms being interposed between one of the two sleeves and one of the two motors.
4. (Previously Presented) The actuator of claim 3, wherein one of the two grooves has a clockwise helical pitch and the other of the two grooves has a counterclockwise helical pitch.
5. (Original) The actuator of claim 4, wherein the two grooves (40, 41) are arranged in adjacent axial sections of the shaft.

6. (Original) The actuator of claim 4, wherein at least parts of the two grooves share an axial section of the shaft.
7. (Canceled)
8. (Canceled)
9. (Currently Amended) An actuator for an automated transmission in a motor vehicle drive train, comprising:
a central actuating shaft with a shift finger ~~and further comprising~~
~~comprising~~
two sleeves supported substantially concentrically on the actuating shaft and arranged to be driven in mutually independent rotation about the actuating shaft, wherein the actuating shaft comprises at least two outward-directed guide pins and each of the sleeves has an internal groove, with the groove of one of the sleeves having an opposite helical pitch from the groove of the other sleeve, and wherein one of said guide pins engages the groove in one of the sleeves and the other of the guide pins engages the groove in the other of the sleeves; ~~further comprising~~
~~comprising~~
two motors driving the independent rotation of the two sleeves, each of the two sleeves being driven by one of the two motors; and, and further comprising
two reduction gear mechanisms, each of the gear mechanisms being interposed between one of the two sleeves and one of the two motors.
10. (Previously Presented) The actuator of claim 9, wherein one of the grooves has a clockwise helical pitch and the other of the two grooves has a counterclockwise helical pitch.

11. (New) The actuator of claim 3, wherein the at least one finger comprises a plurality of fingers integrally formed with one sleeve and axially spaced from one another.
12. (New) An actuator for an automated transmission in a motor vehicle drive train, comprising:
 - a central actuating shaft with a shift finger;
 - two sleeves supported substantially concentrically on the actuating shaft and arranged to be driven in mutually independent rotation about the actuating shaft, wherein two grooves of opposite helical pitch are arranged on the actuating shaft and each of the sleeves has at least one inward-directed guide pin engaging one of the groove, the guide pin being an integral part of the sleeve and thus securely attached thereto;
 - two motors driving the independent rotation of the two sleeves, each of the two sleeves being driven by one of the two motors, wherein axes of the two motors are substantially perpendicular to a longitudinal axis of the central actuating shaft; and
 - two reduction gear mechanisms, each of the two gear mechanisms being interposed between one of the two sleeves and one of the two motors.